

ACCESSION NUMBER : 156250
DATE OF OCCURRENCE : 9008
REPORTED BY : FLC; ; ; ;
PERSONS FUNCTIONS : FLC, PIC. CAPT; FLC, FO; FLC, SO; FLC,
PIC. CAPT; TWR, LC; TRACON, DC;
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : LAX
FACILITY STATE : CA
FACILITY TYPE : ARPT; TWR; TRACON;
FACILITY IDENTIFIER : LAX; LAX; LAX;
AIRCRAFT TYPE : LRG; LRG;
ANOMALY DESCRIPTIONS : OTHER;
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;
ANOMALY CONSEQUENCES : NONE;
SITUATION REPORT SUBJECTS : PROC OR POLICY/FAA; AN ACFT TYPE;
NARRATIVE : WE WERE CLRED ONTO RWY 25L AT LAX. THE

SKY WAS CLR AND WINDS WERE 250 DEGS AT 9 KTS. AN LGT ADVANCED WAS ON ITS TKOF ROLL. WE WERE FLYING AN LGT WITH -15 ENGS AND RELATIVELY LIGHT AT ABOUT 140000#. AS THE LGT ADVC STARTED ITS ROTATION, WE WERE CLRED FOR TKOF. WE STARTED OUR TKOF ROLL RIGHT AFTER RECEIVING THE CLRNC, NOT MAKING ANY ALLOWANCES FOR THE LGT ADVNC. RIGHT AFTER LIFTOFF AT ABOUT 100' AGL, WE ENCOUNTERED THE WAKE VORTICES OF THE LGT ADVNC AND WE WERE IN THEM UNTIL ABOUT 2000' MSL. DURING THAT TIME WE EXPERIENCED VERY RAPID ROLL RATES, WITH THE ACFT ROLLING 45 DEGS LEFT AND RIGHT, AND FULL AILERON OFTEN REQUIRED TO KEEP THE ACFT RIGHT SIDE UP. WITH NO SEP REQUIREMENTS FOR THE LGT ADVNC MANDATED BY THE FAA AT THIS TIME, THIS PLT WILL BE REQUESTING ADDITIONAL SEP FROM LGT ADVNC ACFT AND STRONGLY SUGGESTS THE FAA CONSIDER TREATING THE LGT ADVNC AS A HVY FOR SEP REQUIREMENTS.

SYNOPSIS : PLT CREW OF LGT MAKING SHORT INTERVAL
TKOF BEHIND ADVANCED LGT EXPERIENCED WAKE TURBULENCE FORM TKOF UP
TO 2000' FOLLOWING THE ADVANCED LGT.

REFERENCE FACILITY ID : LAX
FACILITY STATE : CA
DISTANCE & BEARING FROM REF. : 3,250
AGL ALTITUDE : 0,2000